

## **LISTING OF THE CLAIMS**

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claims 1-2 (canceled).

3. (new) A method for operating an internal combustion engine having a charge air flow path in which a compressor, an exhaust gas turbocharger, a waste gate which admits a flow of exhaust gas to a turbine of the exhaust gas turbocharger, and a throttle valve are installed, wherein an outlet of the compressor is connected with an inlet of the exhaust gas turbocharger, an air channel that bypasses the compressor is provided, and the throttle valve is installed downstream of the exhaust gas turbocharger, the method comprising the steps of: selectively closing exclusively the air channel that bypasses the compressor in a continuously variable manner and controlling compression of the compressor with a compression throttle valve which is installed in the air channel that bypasses the compressor; switching on the compressor, in an engine load or speed range in which the exhaust gas turbocharger alone is not able to apply a desired boost pressure; and, in the engine load or speed range in which the exhaust gas turbocharger alone is not able to apply the desired boost pressure, controlling the compression of the compressor with the compression throttle valve, and adjusting the waste gate to maximum compression of the exhaust gas turbocharger.

4. (new) The method in accordance with claim 3, further including shutting off the compressor as soon as the mass flow that the exhaust gas turbocharger is able to deliver based on exhaust gas mass flow  $\dot{m}_{abg}$  supplied by the engine exceeds a delivery volume of the compressor.